

WHAT IS CLAIMED IS:

1. A fuel tank for a motor vehicle, comprising
means for delivering fuel from the fuel tank to an engine,
means for the introduction of air into and the venting of air from the
tank,

a filler pipe having a closable intake end and an outlet end with a
mouth opening into the interior of the tank,

at least one first valve disposed in the region of the outlet end of the
filler pipe and adapted to sealingly close at least in relation to a fuel
blowback, and

at least one second valve which is disposed in the filler pipe at least
in the region of the outlet end thereof and adapted for bridging over the
first valve.

2. A fuel tank as set forth in claim 1

wherein the second valve is a valve which is operable to open and
close in the same direction with the first valve and which is adapted upon
actuation to respond to a lower actuating force than the first valve.

3. A fuel tank as set forth in claim 1

wherein the first valve has a valve body and
wherein the second valve is disposed in the valve body of the first
valve.

4. A fuel tank as set forth in claim 1

wherein the first valve is in the form of a spring-loaded non-return
valve.

5. A fuel tank as set forth in claim 1

wherein the first valve includes a valve body having a passage
therethrough and wherein the second valve includes a resilient plate

member which in the non-actuated condition of the second valve closes the passage through the valve body of the first valve.

6. A fuel tank as set forth in claim 1

wherein the second valve is designed to be openable at a differential pressure with a fall to the interior of the tank of between about 5 and 20 mbars.

7. A fuel tank as set forth in claim 1

wherein the second valve is in the form of a safety valve which is openable and closable in the opposite direction to the first valve.

8. A fuel tank as set forth in claim 7

wherein the second valve is in the form of a spring-loaded valve.

9. A fuel tank as set forth in claim 7

wherein the first valve has a valve body, and
the second valve has a valve body as a sealing seat for the valve body of the first valve.

10. A fuel tank as set forth in claim 7

wherein the first and second valves include a common valve housing and the first and second valves include a respective valve body, the first and second valve bodies being disposed in the common valve housing.

11. A fuel tank as set forth in claim 10

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off an annular space between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the second valve.

12. A fuel tank as set forth in claim 10

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the second valve.

13. A fuel tank as set forth in claim 10

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off an annular space between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof extends through the valve body of the second valve.

14. A fuel tank as set forth in claim 10

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof extends through the valve body of the second valve.

15. A fuel tank as set forth in claim 1 and further including

a third valve in the form of a safety valve openable and closable in opposite relationship to the first valve.

16. A fuel tank as set forth in claim 15

wherein the third valve includes a valve body in the form of a sealing seat for the valve body of the first valve.

17. A fuel tank as set forth in claim 15 including

a common valve housing for the first and second valves,

wherein the first and second valves have respective valve bodies arranged in the common valve housing.

18. A fuel tank as set forth in claim 15

wherein the valve body of the third valve is of an annular configuration and in a closed position seals off an annular space between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the third valve.

19. A fuel tank as set forth in claim 15

wherein the valve body of the third valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the third valve.

20. A fuel tank as set forth in claim 15

wherein the valve body of the third valve is of an annular configuration and in a closed position seals off an annular space between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof extends through the valve body of the third valve.

21. A fuel tank as set forth in claim 15

wherein the valve body of the third valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof extends through the valve body of the third valve.

22. A fuel tank as set forth in claim 1

wherein the outlet end of the filler pipe opens into the fuel tank above the planned maximum level of fuel therein.